

TABLE 2—CREDIT SERVICE INFORMATION

Document	Revision	Date
Airbus AOT A330–55A3040	Original	May 27, 2009.
Airbus AOT A330–55A3040	01	July 8, 2009.
Airbus AOT A340–55A4036	Original	May 27, 2009.
Airbus AOT A340–55A4036	01	July 8, 2009.

(i) For rudders on which temporary vacuum loss hole restoration with resin or permanent vacuum loss hole restoration has been done, as required by paragraph (g)(7) of this AD, in accordance with the applicable AOT in Table 2 of this AD before the effective date of this AD: Within 21 months after the restoration date, or within 3 months after the effective date of this AD, whichever occurs later, do an ultrasonic inspection for defects, including debonding of the reinforced area, in accordance with the Accomplishment Instructions of Airbus AOT A330–55A3040 or A340–55A4036, both Revision 02, both dated September 30, 2009, as applicable. If any defect is found, before further flight, repair using a method approved by either the Manager, International Branch, ANM–116, Transport Airplane Directorate, FAA; or the EASA (or its delegated agent).

(j) As of the effective date of this AD, no person may install any rudder identified in Table 1 of this AD on any airplane, unless the rudder has been inspected and all applicable corrective actions have been done in accordance with paragraph (g) or (i) of this AD, as applicable.

FAA AD Differences

Note 1: This AD differs from the MCAI and/or service information as follows: No differences.

Other FAA AD Provisions

(k) The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Branch, ANM–116, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Vladimir Ulyanov, Aerospace Engineer, International Branch, ANM–116, Transport Airplane Directorate, FAA, 1601 Lind Avenue, SW., Renton, Washington 98057–3356; telephone (425) 227–1138; fax (425) 227–1149. Before using any approved AMOC on any airplane to which the AMOC applies, notify your principal maintenance inspector (PMI) or principal avionics inspector (PAI), as appropriate, or lacking a principal inspector, your local Flight Standards District Office. The AMOC approval letter must specifically reference this AD.

(2) Airworthy Product: For any requirement in this AD to obtain corrective actions from a manufacturer or other source, use these actions if they are FAA-approved. Corrective actions are considered FAA-approved if they are approved by the State of Design Authority (or their delegated agent). You are required to assure the product is airworthy before it is returned to service.

(3) Reporting Requirements: A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a current valid OMB Control Number. The OMB Control Number for this information collection is 2120–0056. Public reporting for this collection of information is estimated to be approximately 5 minutes per response, including the time for reviewing instructions, completing and reviewing the collection of information. All responses to this collection of information are mandatory. Comments concerning the accuracy of this burden and suggestions for reducing the burden should be directed to the FAA at: 800 Independence Ave., SW., Washington, DC 20591, Attn: Information Collection Clearance Officer, AES–200.

Related Information

(l) Refer to MCAI EASA Airworthiness Directive 2010–0021, dated February 9, 2010; and Airbus AOTs A330–55A3040 and A340–55A4036, both Revision 02, both dated September 30, 2009; for related information.

Issued in Renton, Washington, on January 5, 2011.

Ali Bahrani,

*Manager, Transport Airplane Directorate,
Aircraft Certification Service.*

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SECURITIES AND EXCHANGE COMMISSION

17 CFR Parts 240 and 249

[Release No. 34–63347; File No. S7–35–10]

RIN 3235–AK79

Security-Based Swap Data Repository Registration, Duties, and Core Principles; Correction

Correction

In proposed rule document C1–2010–29719 beginning on page 79320 in the issue of December 20, 2010, make the following correction:

On page 79320, in the second column, in instruction 5, footnote 165 is corrected to read as follows:

¹⁶⁵ See Public Law 111–203 (adding Exchange Act Section 13(n)(5)(D)(i)).

[FR Doc. C2–2010–29719 Filed 1–12–11; 8:45 am]

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DEPARTMENT OF JUSTICE

Drug Enforcement Administration

21 CFR Part 1308

[Docket No. DEA–345C]

Schedules of Controlled Substances: Temporary Placement of Five Synthetic Cannabinoids Into Schedule I; Correction

AGENCY: Drug Enforcement Administration (DEA), U.S. Department of Justice.

ACTION: Notice of Intent; correction.

SUMMARY: On November 24, 2010, the Drug Enforcement Administration (DEA) published a Notice of Intent announcing its intention to temporarily place five synthetic cannabinoids into Schedule I of the Controlled Substances Act. This notice corrects two administrative errors made in that document.

FOR FURTHER INFORMATION CONTACT: Christine A. Sannerud, PhD, Chief, Drug and Chemical Evaluation Section, Office of Diversion Control, Drug Enforcement Administration, 8701 Morrisette Drive, Springfield, VA 22152, telephone (202) 307–7183, fax (202) 353–1263, or e-mail ode@dea.usdoj.gov.

SUPPLEMENTARY INFORMATION: In a November 24, 2010, Notice of Intent published in the **Federal Register** (75 FR 71635), DEA announced its intention to temporarily place five synthetic cannabinoids into schedule I of the Controlled Substances Act (CSA) pursuant to 21 U.S.C. 811(h). Due to an administrative error, DEA included in that notice a paragraph addressing the Regulatory Flexibility Act (RFA) in the “Regulatory Certifications” section of that document. The provisions of the RFA have no application to temporary scheduling orders issued under 21 U.S.C. 811(h) or to notices of intention to issue such orders. Accordingly, DEA certification under the RFA is not